HIGH ALTITUDE ENROUTE FLIGHT ADVISORY SERVICE - FLIGHT WATCH

ARTCC	IDENT	HA-EFAS	ARTCC	IDENT	HA-EFAS	ARTCC	IDENT	HA-EFAS
Chicago	ZAU	134.875	Denver	ZDV	124.675	Seattle	ZSE	135.925
Cleveland	ZOB	135.425	Salt Lake City	ZLC	133.025			

SPECIAL USE AIRSPACE

P - Prohibited, R - Restricted, W - Warning Areas

CANADA: CYA - Advisory, CYD - Danger, CYR - Restricted Areas

All altitudes are MSL unless otherwise indicated
FL - Flight Level
Time - Hours shown are UTC unless otherwise indicated
Days - Sunrise to Sunset except Canada where it means 1/2 hr before sunrise to 1/2 hr after sunset
Nights - Sunset to Sunrise except Canada where it means 1/2 hr after sunset to 1/2 hr before sunrise

Cont - Continuous: 24 hrs a day, 7 days a week
‡ - During periods of Daylight Saving Time (DT) effective hours will be one hour earlier than shown.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

NUMBER	EFFECTIVE ALTITUDE	TIMES USED, UTC: DAYS	HOURS	WEATHER	CONTROLLING AGENCY A/G CALL	PANEL
R-4201A	To 23000	Tue-Sat *1	1300-2100Z‡	VFR-IFR	ZMP CNTR/FSS	L
R-4301	To 27000	Cont *1	1330-0600Z‡	VFR-IFR	ZMP CNTR/FSS	J
R-4305	To FL 450	Intermittent	By NOTAM	VFR-IFR	ZMP CNTR/FSS	K
R-5701	To FL 200	Mon-Fri *1	1530-0759Z‡	VFR-IFR	ZSE CNTR/FSS	C
R-6714A-D,G	To But Not Including 29000	Intermittent	By NOTAM	VFR-IFR	ZSE CNTR/FSS	C
R-6714E	29000 To But Not Including 55000	Intermittent	By NOTAM	VFR-IFR	ZSE CNTR/FSS	C
R-6714F	To But Not Including 29000	Intermittent	By NOTAM	VFR-IFR	ZSE CNTR/FSS	C
R-6901A	To 20000	5/1-9/30 Cont 10/1-4/30 Mon-Thu Fri-Sun *1	Cont 1400-0400Z‡ 1400 Fri-0400Z‡ Sun	VFR-IFR	ZAU CNTR/FSS	K
R-6901B	To 20000	By NOTAM	By NOTAM	VFR-IFR	ZAU CNTR/FSS	K
R-6903	To FL 450	Intermittent	By NOTAM	VFR-IFR	ZAU CNTR/FSS	K
R-6904A	To FL 230	Tue-Sat *1	1400-2200Z‡	VFR-IFR	ZMP CNTR/FSS	K
R-6904B	To FL 230	Tue-Sat *1	1400-2200Z‡	VFR-IFR	ZMP CNTR/FSS	K
W-93 NORTH	To FL 500	Cont *1	1600-2400Z‡	VFR-IFR	ZSE CNTR/FSS	A,B
W-237A,B LOW	To But Not Including FL 230	By NOTAM	By NOTAM	VFR-IFR	ZSE CNTR/FSS	B
W-237A,B HIGH	FL 230 To But Not Including FL 500	By NOTAM	By NOTAM	VFR-IFR	ZSE CNTR/FSS	B
W-237C,D,F	UNLTD	Intermittent	By NOTAM	VFR-IFR	ZSE CNTR/FSS	A,B
W-237E	To FL 270	Intermittent	By NOTAM	VFR-IFR	ZSE CNTR/FSS	A,B
W-237G	UNLTD	Intermittent	By NOTAM	VFR-IFR	ZSE CNTR/FSS	A
W-237H,J	To FL 270	Intermittent	By NOTAM	VFR-IFR	ZOA CNTR/FSS	A
W-570	To FL 500	By NOTAM	By NOTAM	VFR-IFR	ZSE CNTR/FSS	A,B
CYA 201	By NOTAM	By NOTAM	By NOTAM	VFR	CZEG ACC	D
CYD 106	To FL 230	Cont	Cont	VFR-IFR	No A/G	A,B
CYD 111	FL 230 To FL 310	By NOTAM	By NOTAM	VFR-IFR	CZVR ACC	A,B
CYR 109	UNLTD	By NOTAM	By NOTAM	VFR-IFR	CZVR ACC	B
CYR 252	To FL 230	By NOTAM	By NOTAM	VFR-IFR	No A/G	D
CYR 410	To FL 280 To FL 350	Cont By NOTAM	Cont By NOTAM	VFR-IFR VFR-IFR	No A/G No A/G	I

*1 Other Times By NOTAM

EFFECTIVE 23 SEP 2010 TO 18 NOV 2010

H-2

PANELS GHIJKL 1"=20 NM

H-1 PANELS ABCDEF 1"=20 NM

UNITED STATES GOVERNMENT
FLIGHT INFORMATION PUBLICATION

IFR ENROUTE HIGH ALTITUDE - U.S.

For use at and above 18,000' MSL
HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983

LEGEND

AIRPORTS

Airports shown have a minimum of 5000' hard surfaced runway. Facilities in BLUE or GREEN have an approved Instrument Approach Procedure and/or RADAR MINIMA published in either the FAA Terminal Procedures Publications or the DoD FLIPS. Those in BLUE have an Instrument Approach Procedure and/or RADAR MINIMA published in at least in the High Altitude DoD FLIPs. Facilities in BROWN do not have a published Instrument Approach Procedure or RADAR MINIMA.

Civil — Civil-Military — Military

CITY Airport Name (APT) — Associated City — Airport Identifier

Associated city names for public airports are shown above or preceding the airport name. If airport name and city name are the same only the airport name is shown. City names for military and private airports are not shown. The airport identifier in parentheses follows the airport name.

NAVAIDS AND COMMUNICATION BOXES

NAVAIDS

VHF/UHF Data is depicted in BLACK
LF/MF Data is depicted in BROWN

COMPASS ROSES Oriented to Magnetic North of NAVAID which may not be adjusted to the charted isogonic values.

VOR — VOR/DME — TACAN — VORTAC

LF/MF Non-directional Radiobeacon or Marine Radiobeacon

LF/MF Non-directional Radiobeacon/DME

Flight Service Station (FSS), Remote Communications Outlet (RCO) or Automated Weather Observing Station (AWOS/ASOS) not associated with a charted NAVAID or airport

COMMUNICATION BOXES

VOR with TACAN compatible DME

Underline indicates No Voice transmitted on this frequency. TACAN Channels are without voice but not underlined.

Crosshatch indicates Shutdown status

(Y) TACAN must be placed in "Y" mode to receive distance information

Automated Weather Broadcast Systems:

- ASOS/AWOS - Automated Surface Observing Station/Automated Weather Observing Station
- HIWAS - Hazardous Inflight Weather Advisory Service
- TWEB - Transcribed Weather Broadcast

Automated weather, when available, is broadcast on the associated NAVAID frequency.

LF/MF Radio Aid identification and frequency

Part-Time or On Request

LF/MF Non-directional Radiobeacon/DME VHF Freq paired with TACAN Channel

Freq(s) positioned above thin line NAVAID box is remoted to the NAVAID site

Shadow NAVAID box indicates NAVAID and Flight Service Station (FSS) have same name

FSS Name and identifier not associated with NAVAID

Remote Communications Outlet (RCO). FSS radio name and remoted frequency(s) are shown

FSS freq(s) 122.2, 255.4 and emergency 121.5, 243.0 are available at many FSSs and are not shown. All high altitude discrete freq(s) are shown above the box. In Canada a shadow box indicates standard group freq 243.0, 126.7 and 121.5

(L) Frequency Protection usable range at 18,000' AGL - 40NM
(T) Frequency Protection usable range at 12,000' AGL - 25NM
"L" and "T" category NAVAIDS located off Jet Routes are depicted in screen black. NAVAIDS without classification are "H" category.

AIR TRAFFIC SERVICES AND AIRSPACE INFORMATION

ROUTE DATA

VHF/UHF Data is depicted in BLACK
LF/MF Data is depicted in BROWN
RNAV Data is depicted in BLUE

- Jet Route
- ATS Route
- Oceanic Route
- Atlantic Route
- Bahama Route
- Substitute Route — Via/bypassing temporarily shutdown NAVAIDS. See NOTAMs or appropriate publications for specific information.
- Unusable Route Segment
- RNAV Route — (Not including Q routes in the Gulf of Mexico). GNSS or DME/DME/IRU RNAV required, unless otherwise indicated. Radar monitoring required. DME/DME/IRU RNAV aircraft refer to Airport/Facility Directory for DME information.

Changeover Point — Giving mileage to NAVAIDs (Not shown when less than 5NM from the midpoint in either direction)

MEA-00000 Minimum Enroute Altitude (MEA), shown when other than 18,000'
MAA-00000 Max. Authorized Altitude (MAA), shown when other than 45,000'
MEA-00000G MEA for GNSS RNAV aircraft. Shown when other than 18,000'
MEA-00000D MEA for DME/DME/IRU RNAV aircraft. Shown when other than 18,000'
MEA and/or MAA Change at other than NAVAIDS
Minimum Reception Altitude (MRA)
Minimum Crossing Altitude (MCA)

FIXES/ATC REPORTING REQUIREMENTS

- Fix Compulsory and Non Compulsory Position Report
- RNAV Waypoint Compulsory and Non Compulsory Position Report
- NRS (Navigation Reference System) Waypoint
- Denotes DME Fix (Distance same as route mileage)
- Denotes DME Fix and Mileage
- Offset arrows indicate facility forming a Fix. (Away from VHF/UHF, Toward LF/MF NAVAID)
- Mileage Breakdown or Computer Navigational Fix (CNF) (no ATC function)

Preferred Single Direction Jet Route/Q Route
Facility Locators used in formation of Reporting Points
Radial Outbound from a VHF/UHF NAVAID
Bearing Inbound to an LF/MF NAVAID
Total Mileage between Compulsory Fixes and/or NAVAIDS
Mileage between other Fixes, NAVAIDS and/or Mileage Breakdown

BOUNDARIES

- Air Route Traffic Control Center (ARTCC)
- Air Defense Identification Zone (ADIZ)
- Adjoining ADIZ
- Flight Information Region (FIR)
- Adjoining FIR
- Upper Information Region (UIR)
- Combined FIR and UIR
- Control Area (CTA) or Upper Control Area (UTA)
- International Boundary (Not shown when coincident with ARTCC or FIR)
- Official Time Zone

AIRSPACE INFORMATION

Open area (white) indicates controlled airspace. (Class A)
Shaded area (brown) indicates uncontrolled airspace. (Class G)

Class A Airspace
That airspace of the United States and designated offshore airspace from 18,000' MSL to and including FL 600 excluding the portion south of Latitude 25°04'00"N

Air Traffic Service example
Additional Control Area limit

SPECIAL USE AIRSPACE

P - Prohibited Area
R - Restricted Area
W - Warning Area

In Canada:
CYA - Advisory Area
CYD - Danger Area
CYR - Restricted Area

Line delimits internal separation of same Special Use Area

Complete information is tabulated on front panel

MISCELLANEOUS

2005 Isogonic Line and Value shown each 4°
ALL MILEAGES ARE NAUTICAL UNLESS OTHERWISE STATED
ALL RADIALS AND BEARINGS ARE MAGNETIC UNLESS OTHERWISE STATED
ALL ALTITUDES ARE MSL UNLESS OTHERWISE STATED
ALL TIME IS COORDINATED UNIVERSAL TIME (UTC), DAYS ARE LOCAL
North American Datum of 1983 (NAD 83), for charting purposes, is considered equivalent to World Geodetic System 1984 (WGS 84).
‡ During periods of Daylight Saving Time (DT), effective hours will be one hour earlier than shown. All states observe DT except Arizona.

EXAMPLE OF GROUPING

Jet Route centerline by-passing a facility which is not part of that specific route
MEA is established with a gap in navigation signal coverage
Holding Pattern
Effective Times of Single Direction Routes
Holding Fixes have coordinate values shown
Magnetic Reference Bearings will not be shown on joint Jet/RNAV routes
Water Vignette

MORSE CODE

FOR ADDITIONAL SYMBOL INFORMATION REFER TO THE CHART USER'S GUIDE

CRUISING ALTITUDES - U.S.

IFR within controlled airspace as assigned by ATC
All courses are magnetic

18,000' MSL to FL280		RVSM Levels FL290 to FL410		FL430 and Above	
0° to 179°M	180° to 359°M	0° to 179°M	180° to 359°M	0° to 179°M	180° to 359°M
190	180	290	300	450	430
210	200	310	320	490	470
230	220	330	340	530	510
250	240	350	360	570	550
270	260	370	380		590
	280	390	400		
		410			

VFR or VFR On Top add 500'
No VFR flights within Class A Airspace above 3000' AGL unless otherwise authorized by ATC

No VFR or VFR On Top authorized above FL285 in RVSM airspace

US H-2 (BLACK PLATE) US H-2 (BROWN PLATE) US H-2 (BLUE PLATE) US H-2 (GREEN PLATE)